MOTOR RACING

and

ECONOMY CAR NEWS

Vol. 4—No. 24—Culver City, Calif.

OCT. 2-9, 1959

(Published Bi-Weekly except last issue of Calendar Year)

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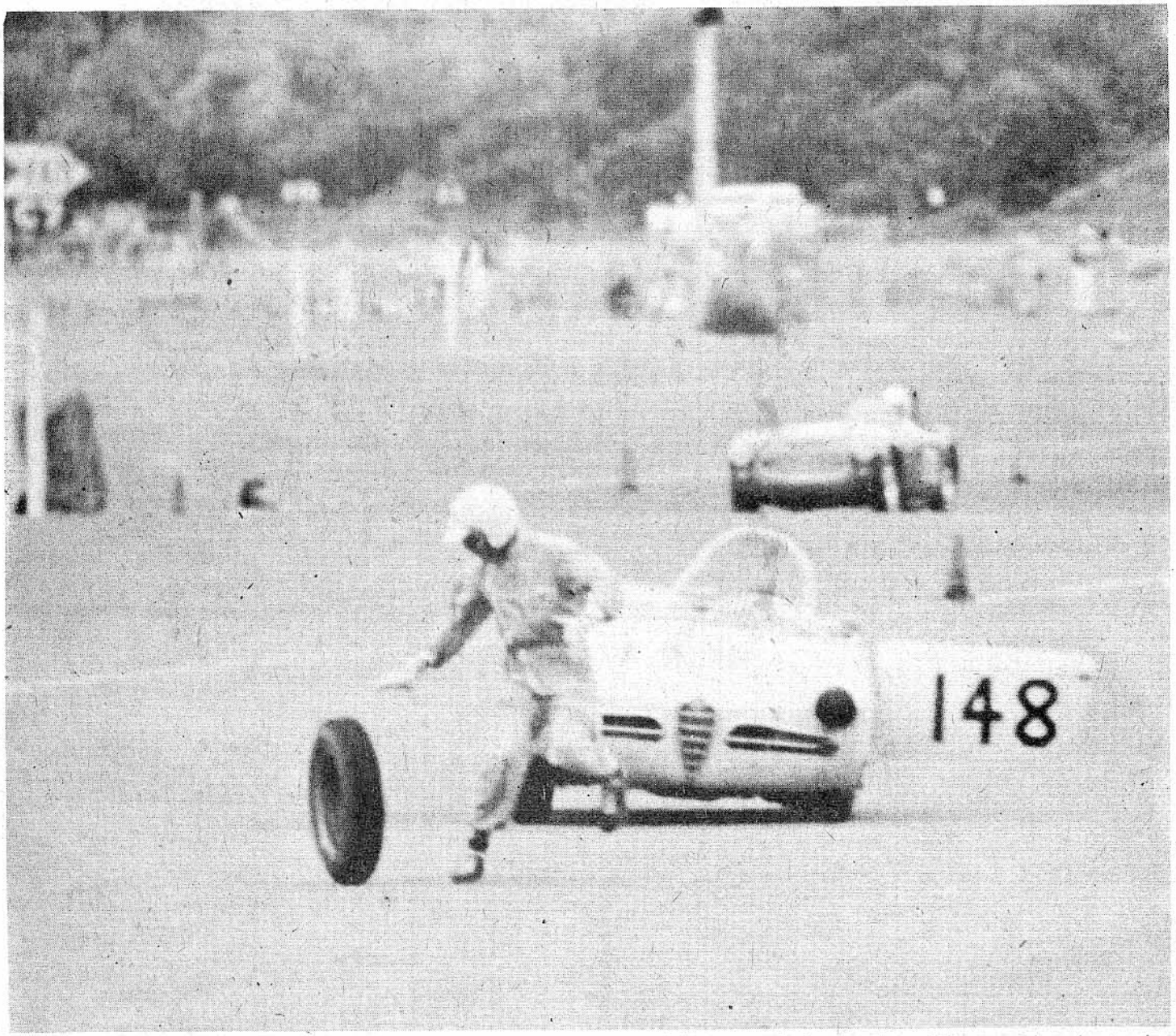

REMARKABLE PHOTO shows that Austin-Healey Sprites aren't the only ones that keep losing wheels. At the recent LA SCCA races at Del Mar, Calif., this Alfa Romeo lost a wheel. Driver Steve Froines, of Oakland, steered the car outside the white line, off the course, leaped out and began chasing the fast-rolling wheel. He caught it.

(MOTORACING photo by Bill Norcross)

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Vol. 4—No. 24 Culver City, Calif. Oct. 2-9, 1959

MOTORACING In Expansion, Takes Over THE WHEELER

On the eve of its 5th year of publication MOTORACING is pleased to announce the absorption of THE WHEELER, No. Calif. motoring tabloid and only weekly newspaper in the U. S. devoted tc sports cars.

Subscribers to THE WHEELER are now receiving MOTORACING, thus increasing the circulation of the country's oldest and most widely-known newspaper devoted to U. S. and international road racing, rallying and economy car news.

As MOTORACING horizons broaden, an additional benefit accrues to advertisers—they are reaching a wider audience in No. Calif. and the Northwest.

Also, MOTORACING's coverage expands with the amalgamation, for the William L. Finefrock Co. will represent us in No. Calif., Oregon and Washington. Either Finefrock, former editor of THE WHEELER, or Don Bice should be contacted on news, advertising and subscriptions. Address is 1201 Van Ness Ave., San Francisco 9, TUxedo 5-4050.

RIVERSIDE RACE ENTRIES FOR $25,000 PURSE

Driver	Car	Dsplmt.	CC	Home Town	Owner
Dan Gurney	Ferrari	4900cc		Riverside	Frank Arciero, Mtbl.
Skip Hudson	Maserati	4200		Riverside	Frank Arciero, Mtbl.
Balchowsky	Old Yeller 2	6600cc		Hlwd.	Balchowsky, Hlwd.
John Mantz	Merc-Corv	5400cc		Duarte	Dick Becker, Whit.
C. Blackwell	D-Jag	3700cc		N. Hlwd.	C. Blackwell
Jim Chaffee	Pink Elephant	4242cc		Mt. Baldy	Jim Chaffee
Jack McAfee	Porsche RSK	1487cc		Hlwd.	John von Neumann
Sam Weiss	Porsche RSK	1600cc		Sacramento	Sam Weiss
Eric Hauser	Dean Van Lines SP.	5800cc		Hlwd.	Dean Van
Chuck Daigh	Maserati	5700cc		Long Beach	John Edgar
Joe Playan	Ocelot-Spider	4500cc		C. City	Scuderia Excel.
Wayne Weiler	Lister-Vorv.	5700cc		Phoenix	Fike Plumbing
Richie Ginther	Ferrari	4100cc		Gra Hills	E. von Neumann
Jack Graham	Aston Martin	5500cc		San Jose	Jack Graham
Augie Pabst	Chev. Sca.,	5500cc		Milwk.,	Peter Hand Brewery
Harry Heuer	Bocar Chev	5000cc		Pow Lk.,	Wis, Pet Hd Brew
	—Ferrari,	2500cc,			Augie Pabst,
Chuck Cornett	Ferrari	1984cc,		Fresno,	Radio Station KARM
John Fitch	Cop-Monaco,	1962cc,		Lime Rk,	Conn., C. Kreisler
Jean Kunstle	Lot-Fer,	2000cc,		Gen, Swtz,	Ecurie Les Mordus
B. Cantrell	Mey-Drake Offy.	1750cc,		Anaheim,	Mar Chris
Lloyd Ruby	Maserati,	4500cc,		Houston,	Micro-Lube Co.
B. Krause,	Jag-Chev,	5000cc,		Long Beach,	F. Millard Sp Cars
Kirk Neumann Jr.	Lot-Clim,	1098cc,		Bev Hills,	K. Neumann
Gordie Glyer	Ferrari,	3000cc,		Sacramento,	Mike O'Brien
Ken Miles	Porsche RSK,	1498cc,		Hollywood,	Prec. Motors
Jim Rathmann—				Miami, Fla.	
Pedro Rodriguez	Ferrari,	3000cc,		Mex City	
Ric. Rodriguez,	Porsche RSK,	1500cc,		Mex City,	P. Rodriguez
Art Snyder	Lot Clim,	1100cc,		Gardena,	Art Snyder
Jack Joanson	L & S Spec.,	5200cc,		Riverside,	Jess Tidwell
Josie von Neumann	Fer,	3000cc,		Sher Oaks,	E. von Neumann
Alfred Whatley	Cop-Pors.,	1598cc,		Alamo, Cal,	A. Whatley
	—Ferrari,	4990cc,		T. Rbt White,	B. Danielson
Stirling Moss	Aston Martin,	4200cc,		London,	A-M Fact.
Phil Hill	Ferrari,	3000cc,		Sta Mnca,	Eleanor von Neumann
Jim Jeffords	Chev-Scar,?	5500cc,		Milwaukee,	Bob Wilke
Rodger Ward	Scarab,?	5500cc,		Speedway, Ind.,	Bob Wilke
M. Thompson	Cad-Kur,	5700cc,		El Monte, Cal,	M. Thompson
Bob Challman	Lot Mark IX,	1640cc,		Man Bch,	Ecurie Shirlee
A. Porterfield	Devin SS,	4640cc,		LA,	Evans Industries, Pasa
Jack Nethercutt	Ferrari,	2500cc,		LA,	Jack Nethercutt
Jack Breskovich,	Ferrari,	4400,		Inglewood,	Sorrell Enterprises
Loyal Katskee	Ferrari,	3500cc,		Omaha, Neb,	Loyal Katskee
Doug Walker	Devin-Chev,	5200cc,		Santa Ana,	Wm. H. Hilf
Dick Morgensen	Ferrari,	2952cc,		Phoenix,	Morgensen Mot.

Moss Headlines Riverside Entries

Stirling Moss of England, generally acclaimed the world's No. 1 road race driver, headlines a top field ready for the second annual United States Grand Prix for Sports Cars to be reeled off Sun., Oct. 11, at Riverside International Raceway.

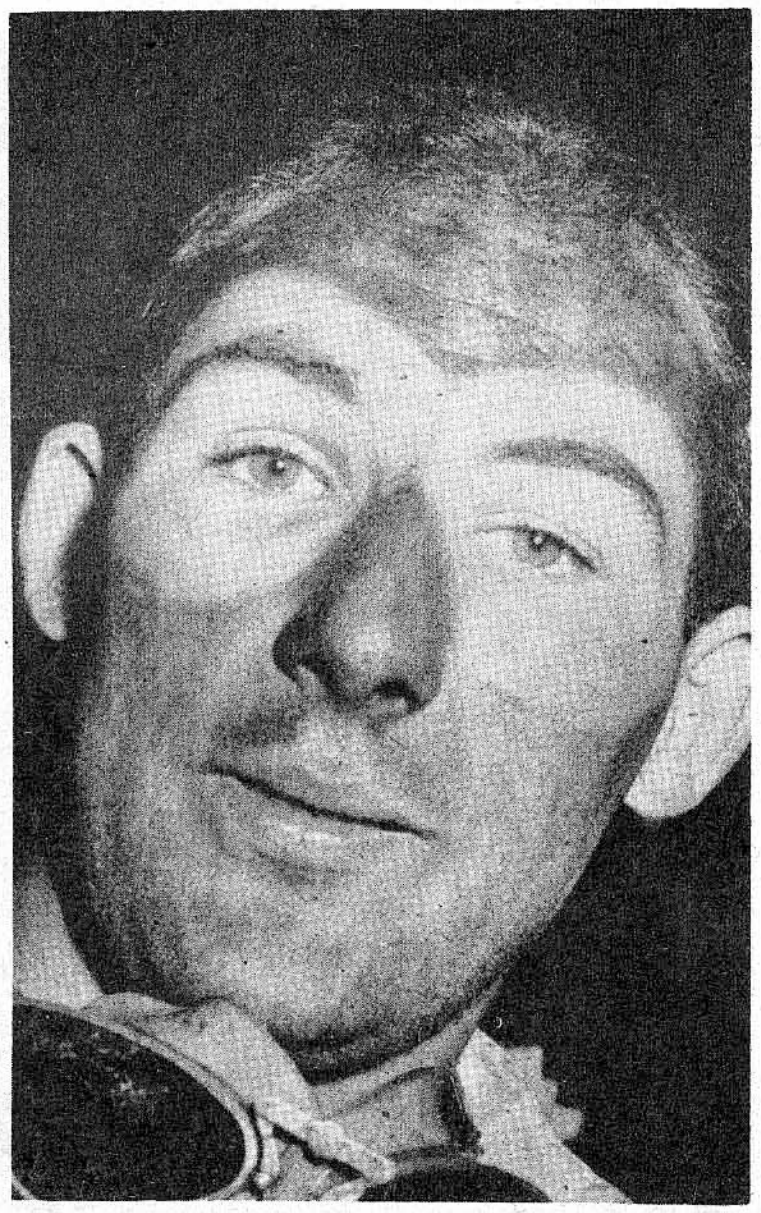
Prize money of $20,000 rides on the 200-miler, plus $5000 in accessory cash, making it the largest purse in the history of sports car racing in America.

The Grand Prix this year is being held in conjunction with the Southern California amateur sports car championship at Riverside Saturday Oct. 10, under the joint cooperation of the California Sports Car Club and Sports Car Club of America, LA region.

(Continued on Page 5)

RIVERSIDE FACTS & FIGURES

WHAT—United States Grand Prix for Sports Cars.
WHEN—Saturday, Sunday, October 10-11.
Southern California Amateur Championships, Saturday, Oct. 10. Practice at 9 a.m., Racing at 12 o'clock. 200-mile U. S. Grand Prix, Sunday, Oct. 11. Qualifying, 9 a.m.; Consolation race, 12:30 p.m. Grand Prix, 2 p.m. with minimum of 30 cars starting. Prize Money, $20,000 plus $5000 in accessory money for $25,000.
WHERE—Riverside International Raceway, five miles east of Riverside just southeast of intersections of U. S. highways 60 and 395.
PRICES—Saturday, Oct. 10-General Admission, $2; reserved section, $1 additional; Servicemen in uniform and children 12 and under 50c.
Sunday, Oct. 11—General Admission, $3; reserved section, $1 additional; Servicemen in uniform and children 12 and under $1.



STIRLING MOSS, the great British driver, shown after a recent European race, his face clear of grime and dirt only where his goggles had been. It will be Moss, in a 4.2 Aston Martin against the field in the big 200-miler at Riverside Sunday, Oct. 11. (Photo by Velocita, Bologna, Italy)

IN THE NEWS

.....**DENVER — Mel and Juanita DeLoof,** Manhattan Beach, Calif., in a Jaguar, won the SCCA Natl. Continental Divide rally with a 342-sec. error. Following were **Daniel Chapin-Ralph Ayers,** Overland Park, Calif., Porsche, 554; **Lawrence Burrow, Jr.—Robert Chowning,** Little Rock, Porsche, 704; **James D. and Charleen Colvin,** Denver, Porsche 759; **Alan Asher—Bob Fountain,** Colorado Springs, Porsche, 811.

The course had been accurately plotted and recorded with 48 speed changes and 19 checkpoints in open and secret locations; however, weather turned the 7th annual into a true press-on-regardless Alpine event. Every possible obstacle was encountered, including herds of cows on the road one day and rocks and sheep on the second, along with a severe blizzard, bringing ice, hard-packed snow, slush and mud. Fifty-three contestants finished out of 71 registered entrants. **Charles S. Sink** was rally chairman.

Le Cercle Concours de'Elegance concours, parade and auto show will be held Sunday, Oct. 18, 10 a.m.—3 p.m., at Veterans Adm. Center, Sawtelle & Wilshire Blvds. All clubs are urged to participate, according to Le Cercle president, **M. L. (Bud) Cohn.** Applicants, call him at DU 8-9374.

OULTON PARK, England—**Stirling Moss** averaged 96.29 mph in a Cooper-Climax as he beat his Australian rival, **Jack Brabham,** in the 150-mile Intl. Gold Cup . . . STAFFORD, England — **Stirling Moss** and his wife **Katie** suffered minor injuries in a highway crash here . . . NICE, France—**Oliver Gendebien,** Belgium, and **Lucien Bianchi,** Italy, won the Tour de France motor rally in a Ferrari. **Willy Mairesse,** Belgium, and **Jean Pierre Schilj,** Switzerland, followed, also in Ferraris . . . **Frank Quattrocchi,** ex-ad agency mogul, has presented a pubrel proposal to the Cal Club, which would do well to have its board assimilate it . . . Racing photog **Marvin Reichler,** recovering in Orange from an illness that laid him low, should be at work in a couple of weeks . . .

WATKINS GLEN, N.Y.—**Walt Hansgen, Lister-Jag,** led all the way, averaged 87.5 mph for 44 laps over a 2.35-mi. course. He defeated **George Constantine, Aston Martin,** by 21 secs. Porsche RSKs of **Harry Blanchard** and **Don Sesslar** followed.

Hansgen also won a race for F. Jr., FIII and unrestricted cars in an 1100cc Fiat-powered Formula Junior Stanguellini. He averaged 79.5 mph for 22 laps. In another race, a new English Lola made its debut, **Allan Ross** winning with an 83.1 mph average.

The 2.8 "Bird Cage" Maserati definitely will not be here for the Riverside race . . . Women's Sports Car Club stages a white elephant sale at its next regular meet, Oct. 21. **Alan Fordney** is chief auctioneer; the gals' committee: **Jane McKeown, Lee Baker** and **Gladis Benmett . .**

VANCOUVER, B. C.—**Pat Piggot,** driving a twin-cam Lotus XV, won the feature at the new Westwood course here. Then came **Eugene Veness,** Corvette Spl., and Dr. Frank Becker, Ferrari. Winner averaged 69 mph over a course glazed by rain all day. **Wm. Hofius,** Porsche RS, won the under-1500 race for modifieds with a 67.5 average. The Intl. Conference races were sponsored by the SCC of BC.

Vignettes
By Gus V. Vignolle

Always A Delight To Pay Visit to San Francisco

SAN FRANCISCO—**MR. PEPYS, '59:** Up early, load up on equanil, peritrate and dicumarol, and off in the flying machine to this wondrous, spectacular and fabled city on the bay — like Rome, on Seven Hills. Met at the aeroplane by **Rinaldo (Ron) Ferreira),** the Portuguese Pepperpot, photographer of action and, for the nonce, pubrel aide to **Harry Burdg** and **Durham Jones** of the Vaca Valley Raceway.

To the Copper Lantern on Grant St. in North Beach, teeming with homos (and I don't mean sapiens), dikes (and I don't mean embankments of earth) and phony beatniks. To Art's Buffet in Oakland, where the sports carniks gather, and talk on how the true-blue amateur groups gave the ol' shafteroo to USAC and Vaca Valley.

Augie Pabst, winner of the $5000 race in the Meister Brauser I (ex-Scarab), is a modest young (25) man who made a big hit with the press.

(Continued on Page 3)

DOROTHY JOHNSON, beauteous "Miss American International Rally," displays check representing the $10,000 guaranteed prize fund for the country's first big pro rally. Big event starts from eight cities, runs Oct. 13-17 and ends in Las Vegas. She's next to a sleek Corvette, official course car. Entries at presstime on Page 2. (Photo by Ken Parker)

Field Set For $10,000 Rally

BY DUANE SPARKS
MOTORACING Staff Writer

The $10,000 American International Rally, Oct. 13-17, is by far the biggest thing on the current rally scene. With entries assured from all eight starting cities — LA, SF, Vancouver, Dallas, Detroit, Mexico City, Miami and NW-contestants are now busy preparing their equipment and brushing up on their rally techniques.

A glance at the entry list shows there is some formidable competition, as many of the world's finest rallyists will be running.

Outstanding favorites are point leaders of the current season for the So. Calif. Council of Sports Car Clubs, Dick Coulter and Al Nesbitt, in a Citroen.

(Continued on Page 2)

RALLY ENTRIES AT PRESSTIME

START	CAR NO.	MAKE	DRIVER	NAVIGATOR	CO-DRIVER
LOS ANGELES	4	Citroen	Richard Coulter	Al Nesbitt	
	8	T Bird	Jack Sparks	Duane Sparks	
	10	Peerless	Frank McDonald	Lahra McDonald	Tip Gruver
	16	Alfa	Robert Wood	George Taylor	
	18	A-H	Reno Lawrence	Roger Fisher	
	21	Alfa	Ralph Eisman	Ted Oros	H. R. Treichler
	26	Porsche	Tom Higgins	Dick Lovell	
	30	190 SL	Bill Eichelkraut	C. K. Enoch	
	36	Mercedes	Bill Borden	Barbara Borden	
	39	Austin	Peter Bundy	Phil Gough, Jr.	Cal Wells
	43	Mercedes	Rudy Cleye	Earl Woodard	
	46	Porsche	Ken Sharp	Art Hansen	
	48	Alfa	Bob Piercy	Larry Harris	
	51	Corvette	Hildreth Hoppe	Sylvia Treichler	
	53	Alfa	Bill Chester	Elizabeth Chester	Carol Lovell
	55	Rambler	Les Scott	Ted Sparks	
	58	Sprite	Penelope Sessions	Jack Brady	
	66	Fiat	Bill Rector	George Blondin	Bob Dunn
	68	A-H	C. Richard Hughes	John Miller	
	71	Porsche	Walt Glassett	Roy Blay	
	75	Mercedes	Dean Mears	Dick Kermode	
	76	Volvo	Kermit Maynard	John Ravsis	M. Dean Strasser
	77	Morris	Robert Dillon	Charles Davis	Gary Henshaw
	86	Borgward	Antoine Geno	Melton DeFries	P. James Miles
SAN FRANCISCO	12	MG A	Roger Lengel	Pete Ankersmit	
	15	Morgan	G. C. Mckinny	H. R. Bru	
	24	V W	Elmer Heaston	Wayman Bradley	Clessie Watson
	31	Lancia	John S. Ryan	Divid P. Davis	Bob Cook
	32	Aston Martin	J. K. Martin, Jr.	R. J. Naegele	
	38	Mercedes	Marion Lowe	James Lowe	
	52	Aston Martin	Rex Hardy, Jr.	James R. Weiner	
VANCOUVER	56	A-H	H. E. Holverson	Walter Potter	
	73	Corvair	Walter H. Lewis		
DALLAS	45	Maserati	Bob Allinger	Harold Schell	
MEXICO CITY	3	De Soto	Jesus Hinojosa	Wm. A. Black, III	Ivo Stern
	6	Ford Anglia	Wm. K. LaBree	Ian C. Forsyth	Ramon Yrineo
DETROIT	13	D K W	Bill Carroll	Betty Hill	
	17	Corvair	Jay L. Hammen	Starr Hammen	Scott Harvey
	19	Corvair	Roger H. Dick	R. D. Van der Feen	Kenneth Recu
	37	Corvair			
	40	Corvair	Lewis E. Krafft	James E. Bickman	Wm. G. Carlisle
	49	Studebaker	Donald E. Brady	Roderick Whelan	Lewis Seidman
	57	Corvair	Kent B. Zopf		
	60	Corvair	R. G. Doyen	C. L. Gibbs	H. M. Frauendorfer
	84	Rambler	Carl L. Gerber	Gary Derksen	
NEW YORK	1	Volvo	Art Riley	Bernie Mann, Jr.	Tantaleone Rizzo
	2	TR 3	Denise McCluggage	Eleanor Halmi	
	7	A-H	C. G. Rottman	Sonford Ressler	
	9	Porsche	H. E. Thomas	Richard W. Smith	
	11	Citroen	Allison B. Stout	Rusty Peacock	George Alderman
	22	TR 3	Robert Halmi	Louis E. Batori	
	27	Saab	Robert H. Wehman	Morrow Mushkin	Louis Braun
	29	Jaguar	Sherwood Johnston	Robert Mollman	John H. Freels
	34	Mercedes	Camille Mills	William Mills, III	
	42	TR 3	Walter Cronkite	Stewart Blodgett	
	47	Saab			
	54	Citroen	Constance Burns	John Burns	
	62	TR 3	Douglas Kennedy	Alex Thompson	
MIAMI	5	V W	John E. Ryan	Ray Hatfield	Buel Kinne
	14	V W	Robert G. Turner	June E. Turner	
	20	Corvair	C. D. Evans	W. O. Taylor	
	23	Corvair	J. E. Neinest		
	25	V W	Al DuPree	Tom DuPree	Elmer Jenkins, Jr.
	44	Corvair	James Kaperonis		
	50	V W	Claude H. Haycraft	Wm. L. Bencker, Jr.	
	64	Corvair	Holt B. Grace		

$10,000 Rally

(Continued from Page 1)

Other prominent starters from this area include Higgins and Lovell, Sharp and Hansen, Piercy and Harris, the Chesters with Carol Lovell and Rector and Blondin.

From San Francisco, the Ryan-Davis-Cook combo seems to be the one to beat. The favorite out of Detroit is the Hammen-Hammen-Harvey team, while New York's best will probably turn out to be Johnston-Mollman-Freels, Kennedy and Thompson or the gals, McCluggage and Halmi. Capt. H. E. Thomas and Richard Smith (Porsche) are a rugged NY tandem. Evans and Taylor look like the old pros out of Miami.

We may have missed the winners in the above picks, but as of this date we think these have the best chance of running off with the big checks. This will leave the small checks for the rest of us, but at least we'll all have a lot of fun and an unforgettable week on America's highways, crowned by a wonderful weekend in Las Vegas.

Sanctioned by FIA, the pro rally — first of its kind in this country — embraces a reliability section for the first three days, a one-day layover and the all-important one day regularity section from Santa Fe, New Mexico, to the terminal point—Las Vegas. Cash prize for the winners is $2500.

Mileage ranges from 3326 (from LA) to 3144 (from NY).

Penalty points range from one per second for early or late arrivals beyond the allowance to 100 for lack of equipment and damage to car. A citation for a moving violation disqualifies the entrant.

ADULTS ONLY

A gala victory banquet will be held Sunday, Oct. 18, 7:30 p.m., at the Thunderbird Hotel in Las Vegas.

There will be much hoopla at the Los Angeles starting point, Oct. 13, when the first car takes off from 8th and Francisco Streets (just east of the Harbor Freeway), at 12:04 a.m. (actually Monday night).

PACIFIC COAST Point Standings

By ERIC HAUSER

The following point awards, compiled last Sept. 28, include road races at Riverside, Seafair (Shelton, Wash.), SF SCCA at Tracy, Calif., CSCC Labor Day at Santa Barbara, LA SCCA at Del Mar, and the USAC pro race at Vacaville, Calif. (Sept. 27):

Modified Over 2000cc

1.	Dick Morgensen, Ferrari	70
2.	Richie Ginther, Ferrari	47
3.	Jack Flaherty, Lister-Jaguar	45
4.	Bill Krause, Maserati	40
5.	Chuck Daigh, Special	20
5.	Carlyle Blackwell, D-Jaguar	20
6.	Dan Gurney, Ferrari	17
6.	Don Hulette, Chev, Spl.	17
6.	Josie von Neumann, Ferrari	17

Class E Modified

1.	Sam Weiss, Porsche RSK	97
2.	Ken Miles, Porsche RSK	73
3.	Gordy Glyer, Ferrari TR	54
4.	Jay Chamberlain, Lotus	32
5.	Jack McAfee, Porsche	20

Class F Modified

1.	Bob Drake, Cooper	30
2.	Joe Playan, Porsche RS	24
3.	Don Wester, Porsche	23
4.	C. S. Howard, Porsche RSK	20
5.	Bill Leyden, OSCA	17

Class G Modified

1.	Art Snyder, Lotus	85
2.	Frank Monise, Lotus	50
2.	James Lowe, Lotus	44
3.	Jack Reddish, Lotus	28
4.	Stan Peterson, Lotus	19

Class H Modified

1.	Bill Molle, Fairchild	54
2.	Harry Jones, Lotus	49
3.	Chuck Gounis, Crosley	20
4.	Don Miller, Miller	18
4.	Bill Wood, DB	18

Class B Production

1.	Bob Bondurant, Corvette	63
2.	Vince Mayell, Corvette	40
3.	Hugh Harn, Corvette	30
4.	Fred Grant, Corvette	24
5.	Ray Altman, Corvette	18
6.	Buford Lane, Corvette	17

Class C Production

1.	Dean Mears, MF 300SL	78
2.	Hap Richardson, Jaguar	39
3.	Peter Culkin, MB 300SL	23
4.	Gail Carver, Jaguar	15
5.	Ted Roberts, Jaguar	13

Class D Production

1.	Jimmy Moore, Porsche GT	39
2.	Jack Breskovich, AH 100S	35
3.	D. D. Michelmore, Porsche GT	32
4.	John Barneson, Porsche GT	24
5.	Bob Windhorst, AH 100S	21

Class E Production

1.	Bob Kastner,, Triumph	38
2.	Ron Bucknum, Porsche	31
3.	Lew Spencer, Morgan	29
4.	Ron O'Dell, Porsche	25
5.	Gary Beitel, Porsche	23

Class F Production

1.	Frank Aldhous, Alfa	40
2.	John Lumkin, MGA	24
3.	Mike Roetner, Alfa	23
3.	Ron Hathaway, Alfa	23
4.	Steve Froines, Alfa	22
5.	Ed Barker, Porsche	18

Class G Production

1.	John English, Alfa	43
2.	Dick Hayward, Alfa	40
3.	Steve Dredge, MG	29
4.	Marshall Swape, MG	19
5.	Jack Rebney, Alfa	17
6.	Jim Honeter, MG	16

Class H & I Production

1.	Dan Parkinson, Abarth-Fiat	51
2.	Jim Parkinson, Abarth-Fiat	41
3.	Willie West, Abarth-Fiat	31
4.	Ray Pickering, AH Sprite	22
5.	Paul Cunningham, AH Sprite	21
5.	Steve Newland, AH Sprite	13

Women Over 1600cc

1.	Barbara Windhorst, AC Bristol	45
2.	Mary McGee, AC Bristol	21
3.	Joan Galloway, Lotus s/c	19
4.	Lorraine Wood, Austin Healey	16
5.	Ginny Sims, Corvette	14
5.	Marie Dixon, Maserati	14

Women Under 1600cc

1.	Sunnie Baker, Porsche	46
2.	Betty Shutes, Porsche RS	37
3.	Prudence Baxter, Lotus	26
4.	Odette Bigler, MG	19
5.	Marion Lowe, Lotus	18
4.	Mary Davis, Cooper	19

THESE THREE views of the new compact, rear-engined Corvair by Chevrolet prove stylists have matched engineers in the pioneering spirit of the car. Measuring only three inches over four feet high and with an overall length of 15 feet, it still accommodates six people. "Visibility area," in accordance with modern automotive standards is extraordinary. A light-weight air-cooled engine, unique suspension system and unitized construction of frame and body are chassis innovations.

PARTIES & DANCES

A no host cocktail party honoring drivers racing at Riverside is set for Oct. 7 at Bob Drake's and Mary Davis' popular Grand Prix restaurant.

Bill Loadvine, now sole owner of the Motor Sport Bar in Encino, called Ken Gregory in London to set up a cocktail party for Stirling Moss, Oct. 8, but there was no confirmation at presstime.

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Among pre-race festivities at Riverside is a Grand Prix dance by the Riverside Foreign Car Club at Mission Inn, Oct. 10, from 9 to 1. Chairman Ralph Covell and Jim Collins, club prexy, announce tickets will be available at the door.

IMPROVED PHOTO COVERAGE

MOTORACING has subscribed to United Press International Photo Service.

This means access to road racing photos taken all over the world by UPI's far-flung Radio-telephoto staff.

This augments the top photo coverage by MOTORACING's Henry N. Manney III in Europe & other correspondents throughout the world.

Watch for the added UPI photos.

Letter to the Editor . .

Gentlemen:

A short note to make three points: (1) I enjoy your sheet very much; (2) Delivery of it is poor: your issue dated Aug. 7-14 was received Aug. 28; and previous issues seem to arrive with considerable irregularity. Would appreciate knowing whether your mailing is delayed for sometime after the date the issue bears, or whether this delay is probably caused by the postal service?

(3) Your column Vignettes in issue dated Oct. 31-Nov. 7, 1958 stated that "one guy that got fat was Paul Schissler, Times special events director". You were speaking about the Times' "charity" event at Riverside.

Assuming that the foregoing was correct, I would like to suggest that it is time for people to start making Times management realize that the public does not like this sort of thing, and that is putting it mildly. Certainly no one objects to a person making a profit, being paid a fair wage. But, when an organization such as the Times goes all-out on a big promotion in the sweet name of charity and permits one of its salaried employees to get "fat" from a sideline of that event, the deal should be protested by the public.

It is questionable activities such as the above that have resulted in an inviolate policy of our country's two largest fund-raising organizations, the Community Chest and the Red Cross, which requires that one hundred per cent of net of any benefit must go to the charity involved; no sidelines, no big promotions with satellites getting "fat" from the public's response to a charitable promotion!

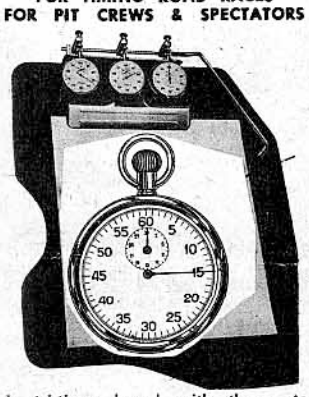
Why my particular interest? Because I am a salaried employee of a Community Chest and it is questionable deals like you have charged that result in black eyes for all charitable endeavors. Rest assured, no Chest man gets "fat from sideline" supplementation of his salary.

If your report was correct, I want to urge you and the various racing associations to use your good offices to correct this situation. If incorrect, the individual concerned and his paper deserve a retraction.

Sincerely yours,
ROBERT I. DILLER
Santa Barbara, California

EDITOR'S NOTE—Schissler has been associated with the concessions firm at Riverside. At last year's race they sold out of practically everything Wealthy in his own right, Schissler deserves credit for (1) the concessions firm sinking $ in the course as advance rental prior to the Riverside opening, and (2) for putting on the biggest pro sports car race in the U. S. and second only to Sebring in importance. To this date, the Times-Mirror sponsors have not announced how much charity benefited from the 1958 race. The crowd was listed as 72,000.

FOR TIMING ROAD RACES
FOR PIT CREWS & SPECTATORS



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• Vignettes

By Gus V. Vignolle

NO. CALIFORNIA CLOWNS TAKE THE CAKE

(Continued from Page 1)

This was his 3rd outing in the car. He had won at Meadowdale and also an SCCA regional at Milwaukee — 3 for 3. He started racing in '56 with a TR3, an AC Bristol in '57-58, then a 2.5 Ferrari and now the ex-Escarabache (as they say in Mexico).

TOPS 'EM ALL

ENTRE-NOUS—Now for the harpoon—at either SF SCCA or SCRAMP, whichever was responsible for getting out the entry blank for the forthcoming Laguna Seca races. This one tops 'em all.

I honestly don't believe **Jim Lowe,** RE for SF region, had anything to do with it. I called him at Santa Cruz and SF, and **Tom Wilson,** at Niles, but could catch neither.

Richie Ginther failed to race at the last Laguna Seca in the 4.1 Ferrari because they were throwing in the Corvettes in the big race. Richie called Lowe, said it was a dangerous approach to road racing, particularly in view of the narrowness of that course. Richie was told by more than one person: "If you come up, we will do something about it."

They admitted it was dangerous, but nobody with any authority did anything about it. The "thinking" was: if it's dangerous on Saturday, we'll do something about it Sunday. How do you like those Jonathans?

So the new entry blank is out, and the Corvette race is labeled in plain English as follows: **"Richie Ginther Memorial."** Memorials are for drivers who have gone out with the ebb.

How monumentally stupid can you be? This is the most appalling lack of good taste we have noted in the five years that MOTORACING has been coming out!

So **Jack Hinkle** calls from Kansas City. With much trepidation, he tells Richie he actually was surprised that he was talking to him. He learned, much to his pleasure, that Richie's death (like **Mark Twain's)** had been greatly exaggerated.

Other drivers have called Richie. **Al Whatley,** secy-treas. of the No. Calif. Racing Drivers' Club, wrote Ginther expressing sincere regret over "choice of words in the application blank." He said the drivers considered it in very poor taste, that this was not their feeling and to please tender an apology to **Eleanor von Neumann,** for whom Ginther drives.

On top of all this, in the same mailing, is a map of the course. It was on turn 2 that **Gordon Crowder** was almost killed. He hovered between life and death.

Do you know what either those SF SCCA or SCRAMP (Sports Car Racing Assn. of Monterey Peninsula) abyssmal clowns named turn 2? Yes, that's right —

CROWDER CORNER!

Eleanor was furious. She had a right to be. Her attorneys already have contacted SF SCCA and SCRAMP officials.

I have only ONE suggesion—that all So. Calif. drivers stay away in droves from Laguna Seca and any other No. Calif. races that have this kind of doltish touch.

Talk about fringe human beings!

NEED A FERRARI?

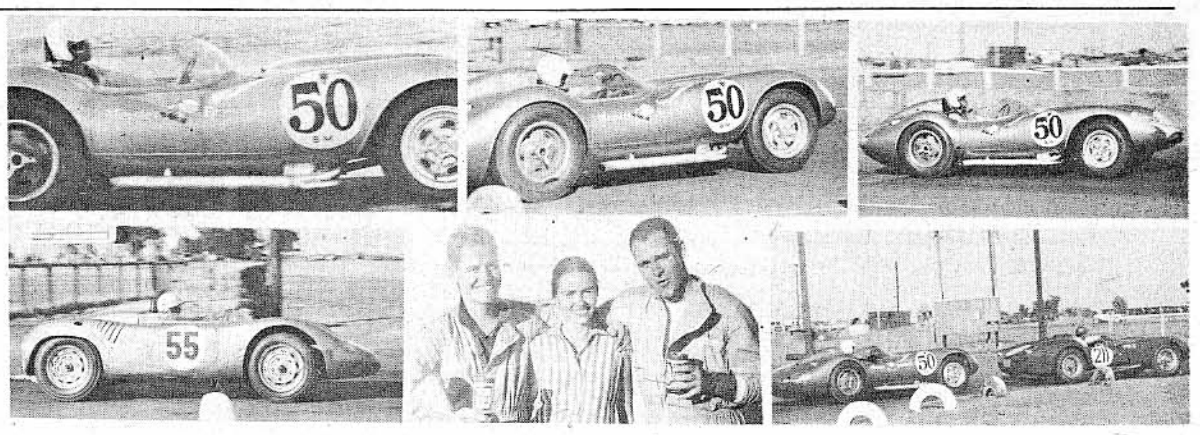
MARGINAL NOTES — Need a Ferrari for Riverside? E. D. Martin, the noted Columbus, Ga. pilot has a 3.8 and 3.5 for sale. Check the classified ads in this issue right away. . . . **Don Miller,** who has built 12 of those class(y) specials, has set up a racing dept. and is managing the garage and shop at Rydel Auto-Sport, Redondo, according to **Dick Rydel.** Latter is sponsoring a Lotus which **Ray Pickering** is tooling at Riverside. A European factory (can't be divulged at the moment) has contacted Ray to drive at Sebring, and he will prepare the car himself. . . This is rich—**Steve Mason,** Riverside genl. mgr.: **"H. L. McGraw** and his RRTA are banned from ever using this course for training sessions for failing to take the required safety precautions (car without roll bar flipped and driver was seriously injured) . . ." **H. L. McGraw:** ". . . I think we're going to pull out of that Riverside course and look for a safer place. . .". . . **Charlie Weber,** hubby of **Marion (MG Mitten) Weber,** went along with **Bill Pringle** for testing of the experimental MG at Bonneville. **Phil Hill** set six intl. speed records, reached 255mph on the salt flats. . . **Jay Chamberlain** and Quaker State showed the press a new concept in lubrication, a Lube Lab, and introduction of a new motor oil for imported cars at Jay's No. Hollywood layout. . . And talking about oil, it was nice to lunch with Castrol's division manager, **Bill Connors.** Tnx for the send-in, **Jack McAfee.** We, in turn, introduced Connors to **Rudy Cleye,** and now there's a chance of a Castrol Bridge at Riverside.

RRTA BARRED FROM RIVERSIDE COURSE

There will be no more RRTA (Road Race Training Assn.) sessions at Riverside Intl. Raceway. H. L. McGraw and his group have been cancelled out, according to Steve Mason, general manager of the course.

The action came on the heels of an accident last week in which a Corvette flipped at the banked turn 9, with the driver, James R. Smith, 26, Glendale, suffering severe head injuries. The car was not equipped with roll bar. Management has insisted all cars at training sessions have roll bars.

McGraw is out for failure to take adequate safety precautions and failure to cooperate with authorities (it was reported he refused to cooperate with the Calif. State Highway Patrol seeking information on the accident), according to Mason.



PERSONABLE AUGIE PABST drives the Meister Brauser 1 (ex-chevy. Scarab) to easy victory in $5,000 USAC pro sports car race at Vacaville, Calif. (top photos). Bottom: Sam Weiss, Porsche RSK (55), booms to 2nd overall and 1st in under-2000cc class. He was only one to finish in same lap (47) with Pabst. Center: Augie and bride, Marcia, who are on honeymoon, and Harry Heuer, of Peter Hand Brewing Co., Chicago, owner of the winning car. Heuer also drives, took 17th in Bocar Chev. Spl. Right: Richie Ginther, Ferrari, laps behind, in front of Pabst.

(MOTORACING photos by Gus V. Vignolle)

Vacaville: Pabst; Del Mar: Morgensen

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

VACAVILLE, Calif., Sept. 27—Beset by a hands-off policy from the SF SCCA and a race drivers' group, a week's postponement due to rain, and a fierce wind today, USAC and the Vaca Valley Raceway nevertheless staged a successful $5000 road race here.

Some 5-6000 people were on hand to see Augie Pabst, popular 25-year-old USAC point leader from Milwaukee, win by about two-thirds of a lap in the Meister Brauser I (ex-Chevy-Scarab) from Sam Weiss, Porsche RSK.

Pabst had no trouble at all. He averaged 84.6mph around the 2.1-mile, 7-turn course. Harry Heuer of Chicago's Peter Hand Brewery, owner of the car, collected a few farthings over a grand. . . not that he or Pabst, member of the noted brewing family, need the dough. Heuer, himself, raced, took 17th in a Chevy Spl.

GLYER THIRD

Gordie Glyer, 3.0 Ferrari, was 3rd in the 98.7-mile race, followed by Ray Seher, D-Jag, and Jack Flaherty, Lister-Jag.

Richie Ginther led the first couple of laps in a 3.0 Eleanor von Neumann Ferrari (they decided to save the 4.1 for Riverside). Then Pabst took over

(Continued on Page 7)

Vaca Valley Results

$5000 USAC Vaca Valley pro-amateur road race. Sept. 27, Vacaville, Calif. Course: 2.1 mi., 7 turns. 47 laps (98.7 mi.) Time: 1 hr. 10 min. 5 sec. Winner avg.: 84.6mph. Results include fastest qualifying time and laps completed.

1	Pabst	Chev. Scarab	1:29.61	47
2	Weiss	Porsche RSK	1:31.9	47
3	Glyer	3.0 Ferrari	1:31.5	46
4	Seher	D-Jaguar	1:34.8	46
5	Flaherty	Lister-Jag	1:30.8	46
6	Heuer	Bocar Chev. Spl.	1:31.8	45
7	Cornett	2.0 Ferrari	1:35.2	45
8	Parsons	2.0 Ferrari-Lotus	1:38.7	45
9	Vincent	2.0 Ferrari	1:35.1	45
10	Hogue	2.0 Ferrari	1:35.4	45
11	Whatley	Cooper-Porsche	1:40.6	44
12	Hetherentt	2.5 Ferrari	1:38.8	44
13	Krause	300SL-Chev.	1:50.6	43
14	Ginther	3.0 Ferrari	1:29.58	43
15	Aldhaus	4.1 Ferrari	1:37.4	43
16	J. von Neumann	3.0 Ferrari	1:34.3	42
17	Heuer	Bocar Chev. Spl.	1:37.5	42
18	Tara	Lotus 11-Climax	1:41.6	40
19	Thomas	D-Jaguar	1:43.4	40
20	Robertson	Porsche RS	1:39.1	39
21	Brennan	MGA Spl.	1:48.7	38
22	St. Louis	Rdstr. Spl.	2:00.7	35
23	Peterson	Lotus 11-Climax	1:40.3	32
24	Gosherd	Lotus	1:43.3	27
25	Hughes	1.5 Maserati	1:41.5	23
26	Howard	Buffaker Chev.	1:32.3	19
27	Proctor	Aston Mart. Corv.	—	18

Trophy dash (top over & under-2000cc qualifiers) Time: 6:01.6. 1 Pabst, 2 Ginther, 3 Weiss, 4 Parsons. $5000 purse: Overall—1 $500, 2 $400, 3 $300, 4 $200, 5 $100, 6 $100, 7 $75, 8 $75; Over 2 liters—1 $500, 2 $300, 3 $200, 4 $150, 5 $100; Under 2 liters—1 $400, 2 $200, 3 $100, 4 $50, 5 $50; Plus $50 each car failing to finish in posted money positions in either class or overall.

LOADVINE NO. 1

Bill Loadvine has bought out his partner, Bob Kohagen, and is now sole owner of the Motor Sport Bar in Encino.

By W. R. C. SHEDENHELM
MOTORING Staff Writer

DEL MAR, Calif., Sept. 20—Dick Morgensen, Phoenix Ferrari pilot, drove his 3-liter Testa Rossa to an easy victory in the 25-lap, 30-mile main event at the Del Mar Fairgrounds today after yesterday's winner, Don Hulette, was forced into the pits with transmission trouble.

Hulette, in his Jag Corvette Special, grabbed the lead in the SCCA's Pacific Coast Championship event at the starter's flag and began stretching it over Morgensen and the dozen other hot cars in the big-bore main until his third gear went out. Morgensen zoomed into the lead and stroked the big Ferrari home with one of the lowest overall averages of the day, 53mph. Hulette's average, in winning Saturday's main event, had been 58.2 mph.

Alex Budurin, of Tucson, drove his 5.3 liter Hagemann Special to second place on the winding 1.2-mile circuit, to finish 22 seconds behind Morgen-

(Continued on Page 7)

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

AS WE WERE saying before we were so rudely interrupted by the end of the last column, we have decided not to race the Sprite for awhile. While we have several cunningly fraudulent reasons for not doing so, the basic reason is one of ethics, you might say. You might, but you probably wouldn't. You see, it's this way . . . you know how embarrassing it is to the big car drivers when Ken Miles waxes them in a little Porsche. Well, come on now, let's face it, think of how awful they would feel if they got beat by a Sprite.

Slalom, Where She Danced

This, and a score of other reasons far too personal to mention to anyone except the family doctor, is why we have been making the slalom scene throughout Southern California and environs. Admittedly, we've only taken one trophy so far, but then, we're not out there simply to win trophies. We're out there because we love the sport. We're out there because we love the game. Winning a trophy isn't everything. Oh, come on now, Shedenhelm, knock it off for crimminy sakes! Why did you put sugar in the gas tanks of all the other Sprites if winning isn't important?

No, actually, we're just out there running a series of scientific tests to see if our beer cooler can stand the strain of competition driving. Come on, knock it off and go win another trophy.

A Fuel There Wasn't

At one slalom we found that the gas tank was almost empty of the special fuel we have prepared for us by Col. Gilmore (24.9 cents the U.S. gallon), but we figured this would help the weight to horsepower ratio, having so much of one and so little of the other. We were halfway through our second run, fairly screaming into the double left hander just after the figure eight, when kapow, we ran out of gas.

Talk about your embarrassing moments, Mabel, you don't know your bazoo from your Bugatti.

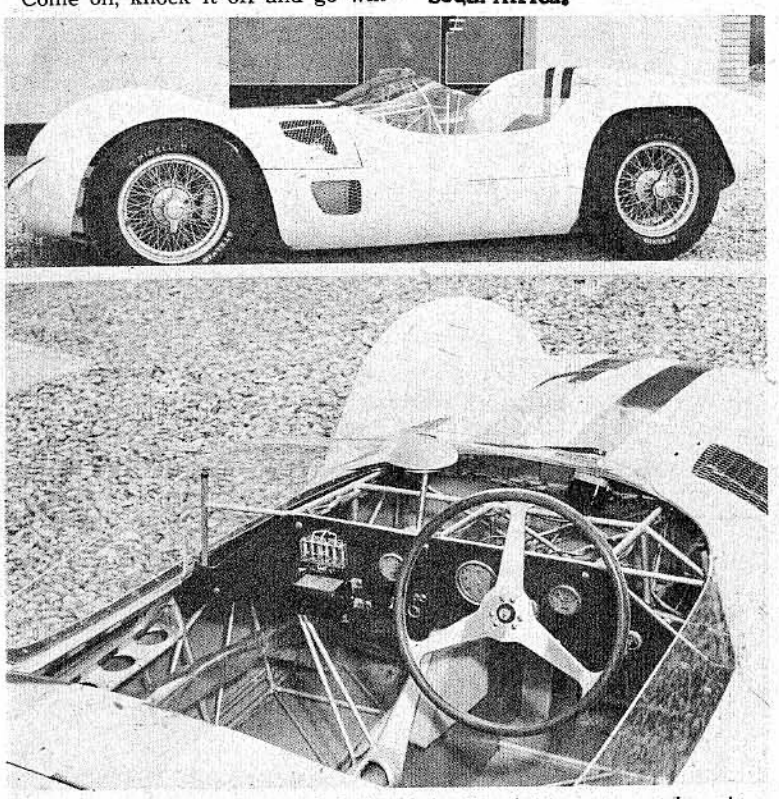
Stage Two Frightening

Well, now that we've got that all cleared up, we'll make a short story long and tell you about the night they presented the slalom trophies. We weren't a bit nervous as we walked out onto the mammoth stage. The applause of our mother was deafening. We waved a bronzed and well-manicured hand at the rapidly-thinning crowd and calmly ad libbed a few hundred carefully rehearsed words in a voice as deep and masculine as Lily Pons doing the "Bell Song."

You can always tell a champion, we always say.

Of course, you can't tell him very much.

The wart hog is found in South Africa.



BACK FROM Europe, Driver Bob Drake of the Grand Prix restaurant brought these photos of latest 2.8 "Bird Cage" Maserati which Joe Lubin has purchased. Bob tested car at Modena, hit 130 mph and was only 3 secs. off track lap record. It was hoped car would arrive in U.S. in time for Riverside race Oct. 11. (Photo by Fototecnica, Modena, Italy)

Mathis in Honolulu Race Win

HONOLULU, T.H., Sept. 6—Big Pat Mathis is the first sports car racing champion of the 50th State. He pushed his modified, fuel-injected Corvette around 20 laps of the 1.7-mile course at Kahuku, Oahu, Hawaii, in 29 minutes, 20 seconds to win the Hawaiian Grand Prix convincingly from Bill Lacy in a gutted, much-modified Thunderbird Special. For the first nine laps Mathis and Jimmy Pflueger waged a thrilling wheel-to-wheel battle that finally proved too much for Pflueger's Buick-Healey, which retired with overheating problems and a nearly-seized engine.

A total of eight races was staged at the Kahuku course in bright Hawaiian sunshine.

CARL SCHMIDT

SUNDAY

20-lap Main Event:

Pat Mathis, Modified Corvette; Bill Lacey, Thunderbird Special, Denny Onaka, Corvette-Healey; Tetta Richert, Porsche Spyder; Jimmy Castle, Corvette; Carl Schmidt, Shiny Steiny TR Special; Jim Gibson, Porsche; Walter Vail, TR-3A; Jack Shuttleworth, Alfa Veloce; Hal Melleney, Porsche.

Novices, 5 laps: Bill Graham Buick-Healey), Al Mettler (Corvette Special), Melvin Gum (Austin-Healey).

MG's, 5 laps: Jack Shuttleworth (Alfa Veloce), Lloyd Samaha (Jaguar), Hy Greenstein (AC-Bristol). Not enough MG's to make a race). First MG: Antonio Roig-Ferr's (twin cam).

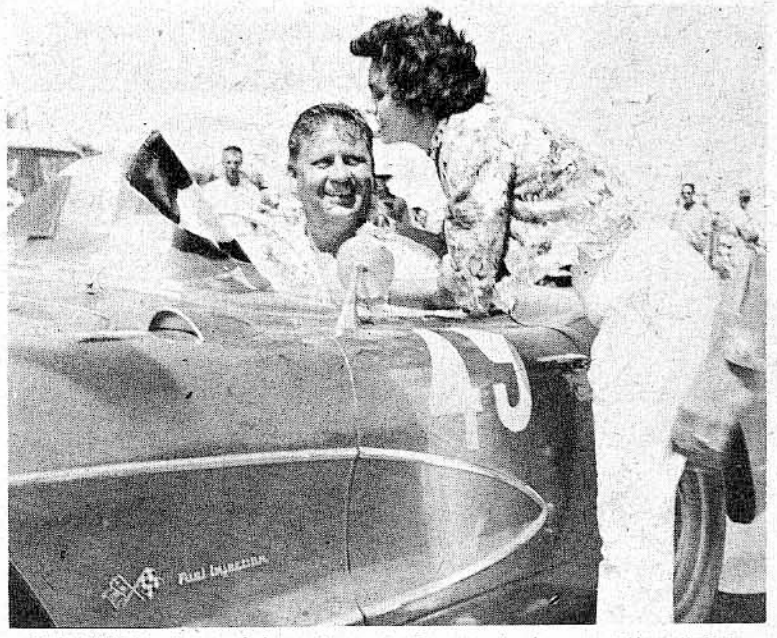
Seniors, 5 laps: Mathis, Onaka, Castle.

E Production, 5 laps: Vail (TR-3A), Charles Potts (Morgan), Jim Tannehill (TR-3A) Porsche, 5 laps; George Reeves Richert (Porsche Spyder), Gil Geer (Porsche Carrera), Jim Gibson (Porsche Speedster).

Modified over 2,000cc., 5 laps: Mathis, Lacy, Richert.

Production over 1600cc., 8 laps: Castle, Hans Wedemeyer (Corvette), Vail (TR-3A).

Production classes H & I: Bill Johnson (Sprite), Skip Schuster (Renault Alpine), Al Hirota (FIAT 600).



PAT MATHIS, winner of the main event, Corvette, in the recent Hawaii State Championship sports car races, receives a lei and kiss from Miss Pat Visser, Hawaii's representative in the 1959 Miss Universe contest. (Photo by E. Gwathney).

EDITORIAL

Come On, Italy, Please Sober Up

MONZA, Italy—It is perhaps some sort of coincidence that at Reims, Avus and Monza, while the backers and/or organizing club spare no effort to help the visiting members of the press, on the circuit itself the other side of the coin is shown.

. . . Either the marshals and police are insufficiently briefed as to the rights and duties of the working press (which includes photographers) or they are cynically told to keep everybody away from the track. The press has to be there anyway. Some sort of story has to be produced.

What they don't realize is that nothing but bad publicity for the track, town, district and country results from these actions. Nothing can persuade me, as well as most of my colleagues, that the police at Monza, for instance, are beyond the control of the A. C. of Italy when they heave all the (foreign) photographers away from where they have every right to be, while pictures taken from favored positions by local talent appear next morning in the papers.

Sooner or later the power of the press will prevail as the word is spread around; sooner or later the competitors (some of whom, besides the wife of Graham Hill and Tony Vandervell were actually manhandled by these armed, uniformed peasants) will have their say and this ancient and honorable race will be moved somewhere else.

—HENRY N. MANNEY III

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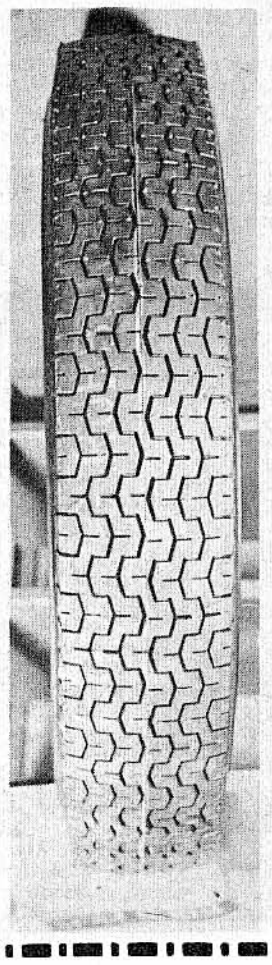


SAN FRANCISCO NEWSLETTER

● Dear Gus

By TOM WILSON

SCRIBE WITHHOLDS CHEERS FOR PROS

DEAR GUS:

Northern California has had a taste of professional road racing at Vaca Valley and if this race is typical of pro racing, I am afraid that it will take a very persevering and wealthy character to put it over in these parts.

Since one of the local sports car clubs furnished the turn personnel, for a fee, of course, it is evident that USAC does not care to man a race with its own workers.

The two newspaper promotions, at Riverside and Pomona, are the only pro races which have cleared a dime, so it is evident that a million dollars worth of free publicity is necessary to get a USAC race off the ground.

There were no old-line USAC drivers entered, since they now realize they have made a pitiful showing in almost every sports car race to date. The expected influx of car owners into USAC sports car racing has not materialized and the few exceptions have been very tired old crates that never finish. Four of the first five places at Vaca Valley were taken by Northern California amateur drivers. Of course they are now known as USAC drivers, since a membership fee was part of the 100 buck bite to enter the race. If SCCA had been tough in the first place, such a deal could not have survived this far.

Gus, it appears that this new Formula Junior class is the answer to some good, fast economical road racing. True, it is purely a race car but the majority of the production cars are now trailed to the races so an intensive schedule calls for a two-car garage, no matter how you figure it.

If the Formula Junior proves to be more reliable than the Formula III cars, there is no reason why it should not prove to be a welcome addition to the West Coast racing scene. The first of the backyard bombs appeared at Tracy and although they were neat in appearance, they were no balls of fire. The boys are now working on that little detail.

Now the Taraschi Ram has appeared on the scene and the top speed of 120 mph will leave the boys muttering in their beer, unless they start reworking those Fiat mills.

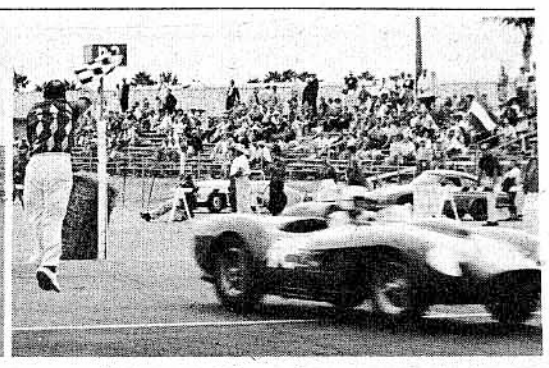
* * * *

Peculiar Breed

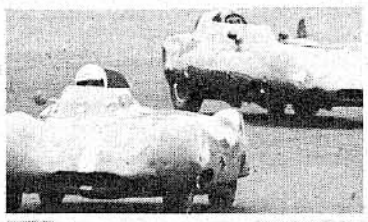
Gus, the racing enthusiast is a peculiar breed of animal. When the SCCA national championships were the order of the day, the drivers moaned and groaned that the West Coast drivers were at a great disadvantage because there were no West Coast races, in comparison to the eastern races. Now they are beefing that certain drivers are making all of the PCC races and stand to win a class championship with a flock of third places. Some guys seem to think that the best way to win a race or a championship is to start moaning early and loud enough and you will have it made.

The hard working guys who plotted this PCC deal are about fed up and when they quit, who will keep the playboys happy? We presume they will be glad to go back to the two race SCCA championship schedule.

With best regards,
tom wilson



START & FINISH—Jack Brady catches start of big-bore feature for modifieds at Del Mar, while at right Bill Norcross' camera stops the very athletic and young starter, Al Torres, aloft as he gives the checker to winner Dick Morgensen, Ferrari.



WIRED TOGETHER—Bob Bondurant leads Corvette parade through turn 3 in 1st lap at LA SCCA races at Del Mar. Following are Vince Mayell and Buford Lane . . . and that's the way they finished. (MOTORACING photo by Bill Norcross)

DEL MAR SCENES—Top to bottom: Frank Monise, Lotus Mk. II, leads Steve McQueen, Lotus LeMans, through turn 10. "Anybody got a light?" asks McQueen, TV actor. "Why do I have to wear goggles?" Dean Mears implores as Jim Van Trees (c), grid steward, and Starter Al Torres (r) listen. "Hold still," wife tells Don Hulette, Chev. Spl. pilot, before main race. (Top: MOTORACING photo by Bill Norcross, others by Jack Brady)

DEL MAR RACE CHARTS

3rd RUNNING DEL MAR ROAD RACES — DEL MAR RACE TRACK LA REGION, SCCA
Sept. 19-20 — Course 1.2mi.
SUNDAY, SEPT. 20
RACE 1: WOMEN, 10 laps, 12 miles, time 13.33, avg. 53.1mph.

Pos	Sec Behind	Driver	Car	Class Pos
1		Shutes,	Porsche RS	Fm
2	20	Lowe,	Lotus XI	1Gm
3	21	Galloway,	Lotus XI	2Gm
4	37	Windhorst,	Morg. Pl. 4	1Ep
5	60	Baker,	Porsche Sup.	1Fp
6	1L3	Taylor,	Lotus IX	2Fm
7	1L5	Neiland,	Alfa Giul.	1Gp
8	1L6	Reitz	AH Sprite	1Hp
9	1L7	Warren,	Alfa Vel.	2Fp
10	1L9	Mancini,	MG-TC Spec.	1FL
11	1L29	Richardson,	Jag XK-120	1CP
12	1L38	Stadel,	MG-TC	2GP
13	1L41	Wheeler,	PanhardD-B	Hm
14	2L8	Nelson,	AH Sprite	2Hp
15	4L26	Burhop,	MG-TD	3Gp

RACE 2: FORMULA I, II, III & LIBRE. 10 laps, 12 mi., time 13.19, avg. 54.0mph

Pos	Secs. Behind	Driver	Car
1	0	Roth	Cooper-Norton
2	3	Oliver	Cooper-J.A.P.
3	5	Morrow	Cooper-Norton
4	1L2	Weber	Triumph Spec.
5	3L54	LeGrand	Renault Spec.

DNF: Lowe, D., MGTC F. L.; McCarty, Cooper-JAP.

RACE 3: PROD. G, H, & I-18 laps, 21.6mi., time 26.08, avg. 49.5mph.

Pos	Sec Behind	Driver	Car	Class Pos
1		Parkinson,	Abarth-Fiat	1I
2	4	Dredge,	MG-TC	1G
3	2	Augustus,	Alfa Giul.	2G
4	15	Webb,	Deutsch-Bonnet	TH
5	29	Foush,	Alfa Giul Spy	3G
6	38	Cunningham,	AH Sprite	2H
7	39	Grossman,	AH Sprite	3H
8	40	Cooper,	Alfa Romeo Spy	4G
9	55	Randolph,	AH Sprite	4H
10	59	Smith,	Austin Turner	5H
11	60	Meeker,	AH Sprite	6H
12	1L20	Dykes,	AH Sprite	7H
13	1L21	Knapik,	MG-TF	5G
14	1L26	Burns,	AH Sprite	8H
15	1L44	Hooper,	AH Sprite	9H
16	1L51	Shuler,	AH Sprite	10H
17	2L2.5	Dobbs,	Abarth	2I
18	2L27	Goodloe,	AH Sprite	11H
19	2L50	Fortune,	MG-TD	6G
20	4L79	Binks,	AH Sprite	12H

DNF: Leukel, MGTD; English Alfa Giul. Rdst.

RACE 4: PROD. D, E & F-18 laps, 21.6mi., time 24.47, avg. 52.2mph

Pos	Sec Behind	Driver	Car	Class Pos
1		Conrad,	Porsche 1600	1F
2	1	Ericson,	Porsche 1600	2F
3	7	Beitel,	Porsche Super	3F
4	10	Montonen,	Por. 1600S.Sp.	4F
5	20¾	Spencer,	Morg. Plus 4	1E
6	40	Kirby,	Por. 1600 S.Sp.	5F
7	62	Laschives,	Por. 1600	6F
8	67	Ostland,	Tr-3	2E
9	68	Robinson,	MGA	3E
10	110	Kastner,	TR-3	4E
11	1L13	Elms,	MGA	7F
12	1L14	Markey,	Alfa Veloce	8F
13	1L16	Moar,	MGA	9F
14	1L19	Schorken,	Arnolt Bristol	5E
15	1L36	Woody,	Healey 100	1D
16	1L53	Size,	MGA	10F
17	1L57	Bush,	Austin Healey	6E
18	1L61	Lehrer,	Porsche 1600	11F
19	2L1	McDowell,	MGA	12F
20	2L2	Coleman,	MGA	13F
21	5L9	Verdine,	TR-3	7E

DNF: Froines, (Alfa Vel); Bader, (Alfa Vel); Spratt, (TR3); Aldhous, (Alfa S. Spyd.).

1		Monise,	Lotus MKXI	1G

RACE 5: MOD'F. G, H & I-18 laps. 21.6mi., time 23.24, avg. 55.3mph.

Pos	Secs. Behind	Driver	Car	
2	22	Lowe, J.	Lotus MKXI	2G
3	30	Jones,	Lotus LeMans	3G
4	40	Lowe, M.	Lotus MKII	4G
5	1L47	Timanus,	Lotus MKXI	5G
6	2L1	McQueen,	Lotus LeMans	6G
7	2L3	Parkinson,	Fiat Abart	1H
8	2L4	Schrillreff	Saab Spec.	2H
9	2L58	Peterson,	Fageol Spec	3H
10	2L87	Reinesto,	Jimal Tannard	4H
11	4L58	Molle,	Fairchild Rdst.	5H
12	4L90	Fitts,	PMG Minstrel	6H

DNF: Gordon, (Lotus XI)

RACE 6: PROD. B, C & D-18 laps, 21.6mi., time 23.15, avg. 55.7mph.

Pos	Secs. Behind	Driver	Car	
1		Bondurant,	Corvette	1B
2	3	Mayell,	Corvette	2B
3	22	Lane,	Corvette	3B
4	35	Mears,	300 SL Coupe	1C
5	57	Jensen,	Corvette	4B
6	77	O'Del,	Porsche Carr.	1D
7	1L9	Richardson,	Jg XK-120M	2C
8	1L42	Weaver,	A.H. 100S	2D
9	2L17	Moline,	Porsche Carr.	3D
10	2L70	Piglatto,	Porsche Carr.	4D

DNF: Geddes, (Corv.); Jones, (Jag XK120); Moore, (Por. GT Carr. Spdst.).

RACE 7: MODIF. F, E, D, C, B, G & PROD. C-25 laps, 30.0mi., time 30.48, avg.. 53.0mph.

Pos	Secs. Behind	Driver	Car	
1		Morgensen,	Ferrari	1D
2	22	Budurin,	Hagemann	1B
3	61	Roetner,	Ferrari	2D
4	69	Michelmore,	Porsche R.S.	1E
5	1L10	Patrick,	Porsche Carr.	1F
6	1L21	Voevodsky,	Tnsd. Spl.	2B
7	1L28	Porterfield,	Devin SS	1Cm
8	1L55	Mears,	300 SL Coupe	1Cp
9	1L59	Timanus,	Lotus MKXI	1G
10	1L65	Gessner,	B.Y.S.	3B
11	2L11	Hughes,	Porsche Spy.	2F
12	2L25	Stewart,	Chev. Spl.	2Cm
13	2L30	Monise,	Lotus MKXI	2G
14	4L6	Berry,	AH100	3D

DNF: Bell, (Ford Tractor Spec.); Hulette, (Jag Corv. Spec.); Bondurant, (Kurtis Spec.); Woods, (Devin SS-Jag.).

Compiled by the Women's Sports Car Club.)

1959 ROAD RACING POINT STANDINGS U.S.A.C.

1	August Pabst, Milwaukee	2013
2	Lloyd Ruby, Houston	1649
3	Jim Jeffords, Milwaukee	1330
4	Loyal Katskee, Omaha	1131
5	Chuck Daigh, Long Beach	1062
6	John Fitch, Lime Rock	1021
7	Art Bunker, Kansas City	1012
8	Bob Said, Miami	835
9	Jean Behra, Paris	800
10	Cliff Allison, Yorkshire	800

Riverside Race

(Continued from Page 1)

Competition for the Britisher will be present in chunks, including two of the three Ferrari Grand Prix factory team, Phil Hill of Santa Monica and Dan Gurney of Riverside.

Chuck Daigh, who won last year's inaugural US Grand Prix in a Scarab, switches to John Edgar's 5700cc Maserati in defending his 200-mile record of 2hr.17m.15s and qualifying record of 2:04.3.

Another hot Ferrari contender is Richie Ginther of Granada Hills in Eleanor von Neumann's potent 4.1 machine that Richie drove to a masterful victory in the last Riverside race, the 150-miler in July.

The under-2000cc division of the Grand Prix promises to be a great race within a race what with Sam Weiss, Ken Miles, Jack McAfee and the sensational Mexico City teen-ager, Ricardo Rodriguez driving Porsche RSK's.

Seventeen-year old Ricardo, Mexico road racing champion, is coming with his 19-year old brother, Pedro Jr., who is entered in a Ferrari.

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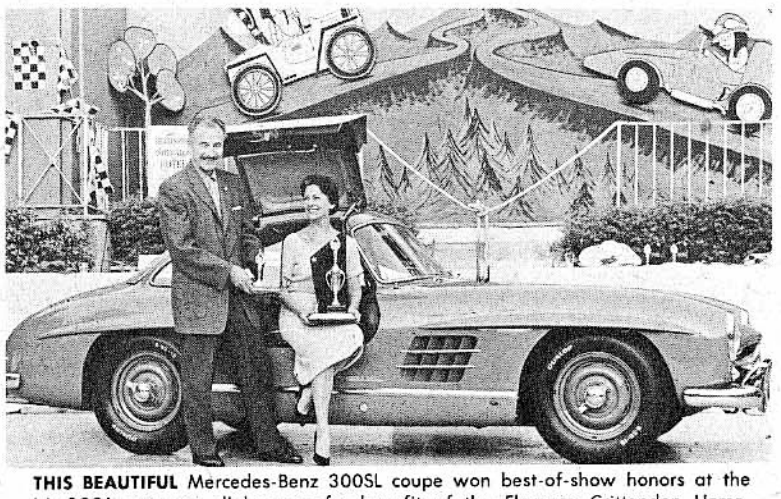
WORLD DRIVERS' CHAMPIONSHIP STANDINGS

	Monaco	Holland	France	Gr. Britain	Germany	Portugal	Italy	Total
1. Brabham	8+1	6	4	8			4	31
2. Moss		1	1	6+0,5		8+1	8	25,5
3. Brooks	6		8		8+1			23
4. Ph. Hill	3		6		4		6+1	20
5. Gurney					6	4	3	13
6. Trintignant	4			2	3	3		12
7. Bonnier		8			2			10
Gregory		4				6		10
9. McLaren	2		2	4+0,5				8,5
10. Schell				3		2		5
11. Ireland		3						3
Gendebien			3					3
13. Behra (+)		2						2
Allison							2	2



THIS BEAUTIFUL Mercedes-Benz 300SL coupe won best-of-show honors at the LA SCCA concours d'elegance for benefit of the Florence Crittendon Home. Holding trophies are the owner, Don Ricardo, the orchestra leader, and pretty Floretta Banks. (Photo by Sam Caldwell)

Don Ricardo's Mercedes On Top

Don Ricardo, the popular orchestra leader, won best-of-show with his gleaming 1955 Mercedes-Benz 300SL coupe at the highly-successful 3rd annual LA SCCA concours d'elegance at the Huntington-Sheraton Hotel, Pasadena, Sept. 27. The affair was for sole benefit of the Florence Crittendon Home.

Unique sports cars backdrops were painted by Jack Carr of Carr Galleries, So. Pasadena.

SPORTS CARS (manufactured in 1945 or later)—Up to $2400, Don Novack, MG-TC 1949. $2401 to $3300, Lou Jones, Austin Healey 1957. $3301 to $4500, convertible & custom, Donald M. Steffen, Cadillac 1949. $4501 & over, Don Ricardo, Mercedes Benz 300 SL 1955.

CLASS II TOURING CARS (all production saloons, coupes & drophead coupes manufactured in 1945 or later)—Up to $2400, Ted Chaplin, Renault. $2401 to $3500, Wm. J. Iseman, Fiat Abarth 1958. $3501 to $4800, Henry Machel, Porsche 1959. $4801 & over, Clyde Marsh, Aston Martin DB 24 1955.

CLASS III CLASSIC CARS (all cars manufactured from 1925 to 1945) — Foreign cars, Len Roos, Jaguar SS100 1937. American cars, Mr. Henkels, Lincoln Phaeton 1928.

CLASS IV ANTIQUE CARS (all cars, foreign & domestic, manufactured prior to 1925)—Howard Campbell, 1906 Marmon Speedster.

CLASS V COMPETITION CARS (current active 1959 competition in sanctioned road races.)—Fred Koepke, Ferrari 4.5, 1954.

BEST-OF-SHOW — Don Ricardo, Mercedes Benz 300 SL coupe 1955.

RESERVE TO BEST-OF-SHOW — Mr. Henkels, Lincoln Phaeton, 1928.

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For having a Carrera engine in a standard 1600 Porsche chassis and gutting an undersection, lessening the weight, Charles Parsons, Monterey, has been suspended for six months in Cal Club races following Contest Board action, according to Chairman Ed Barker. Action came after a protest at Santa Barbara.

An AH Sprite which Dennis McCosh, El Segundo, bought from Ray Pickering, was torn down and found to be stock. Due to reassembling, he will be without the car for two or three weeks.

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MONZA FOLLOW-UP

Moss Too Much for Ferrari

BY HENRY N. MANNEY III
MOTORACING Staff Writer

MONZA, Italy, Sept. 13—Moss plus one Cooper plus one brain equals five Ferraris. This simple equation was the essence of the 1959 Grand Prix of Italy here today.

On this very fast, artificial track the Ferraris, with their superior top end output, were expected to prevail and with them Tony Brooks (Avus and Reims winner), who would then be in a good position to win the world championship. With their larger and heavier cars, however, Ferrari had to have at least one tire stop and therefore sent their runners (Brooks, P. Hill, Gurney, Allison and Gendebien) out with half tanks, hoping they could get far enough away from the Limey competition before having to pit. However the Coopers, as showed at Reims, were not all that slow.

Moss and Brabham sandwiched Brooks on the front row of the grid; Stirling especially made noises about possible tire changes to the extent of fitting Borrani knock-offs to the back wheels of his mount but apparently had no intention of stopping. With his pure driving style and the Cooper's light weight, he got away with it (as did Brabham, who was rather restrained for once) although there is a possibility that Brooks, had he finished, might have gone through non-stop as well.

MOSS LEADS

The story of the race itself is not complicated. Moss led off the line and the first lap, followed by P. Hill, who had snuck through from the second row, Brabham (Cooper), and Gurney. Brooks had the shocking luck of breaking his clutch on departure. On the next tour Phil Hill got ahead of the Englishman, and Gurney moved up behind; these three chopped and changed about for the lead while back of them Allison mashed down on the tiddley button with such might and main that he not only moved clean away from teammate Gendebien but passed Brabham as well, setting the fastest lap up to then (202.346kph) and a new record. The Australian, however, had in mind the blow-up at Avus and bided his time, playing the percentage for a place as he was ahead on championship points anyhow.

Behind them streamed the others, led by McLaren's Cooper, which was shortly to pitch a rod out the side, Gendebien & Bonnier's BRM.

The sun got lower, the crowds got thirstier, the fascist-minded police pushed the press around, Phil Hill pulled out in front a little and Moss broke the lap record a couple of times (to 204.717kph) catching up. Then his gamble started to pay off—one after another the Ferraris began to pit for tires, and the redoubtable Stirling was way out on his own.

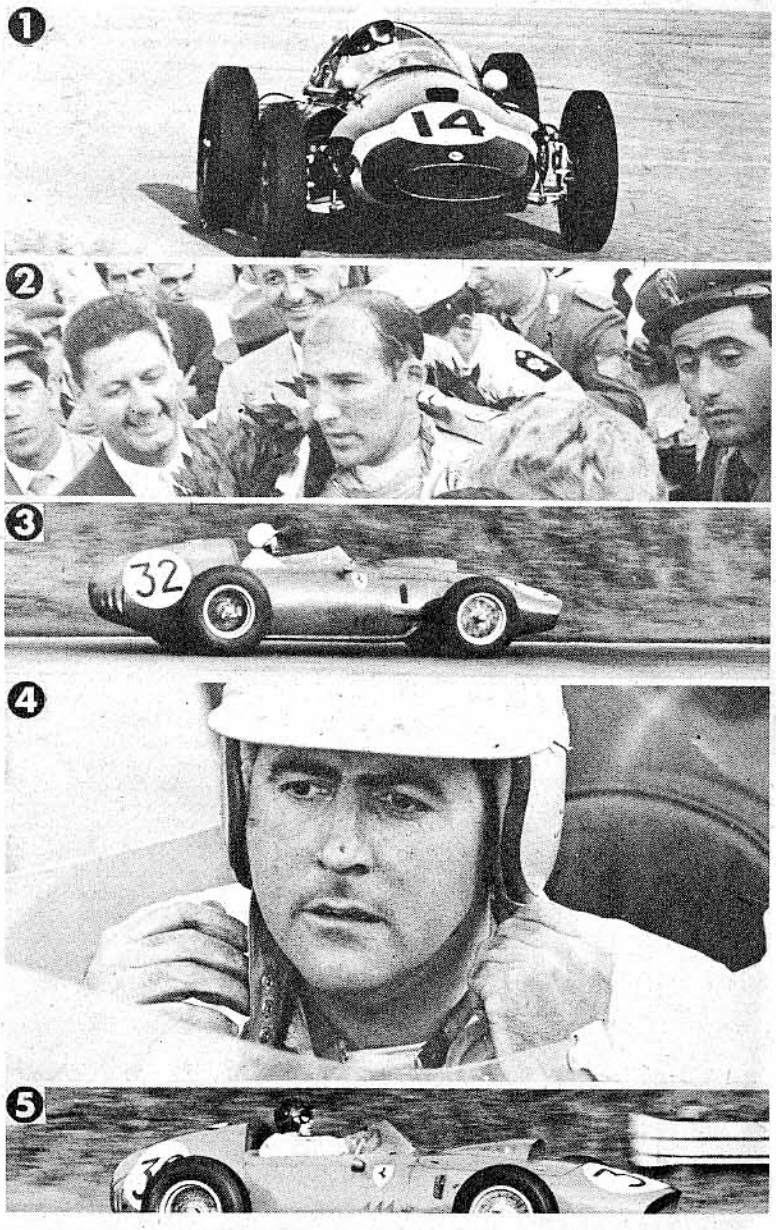
Hill roared back into the battle without losing his place to Brabham, raising the lap record once more, but Gurney and Allison found it impossible to catch the silver-helmeted Jack's Cooper again. This order persisted to the finish.

Would Stirling stop or wouldn't he? That was the 64,000 lire question as the faces in the Ferrari pits grew as long as Moss' 49 sec. lead over Hill. Tires? Gearbox? Fuel? Stirling had stopped for all these things in 1959. But not this time.

POPULAR WIN

It was a popular win, especially since Moss is liked in Italy, and this is the third time that he has grabbed the checker at Monza. However it was a rather processional race on a dull artificial track and I, for one, would like to see a return to proper road racing as a means of sorting out this championship business, and not what amounts to an Indy with kinks. Reims, Avus, and Monza all require, comparatively speaking, little more than sheer bravery and a fast car although knowledge of the circuit plays a certain part.

Rallying is better than ever—BARNEY FELDMAR



MONZA MONTAGE—1. Stirling Moss, Italian GP victor in Cooper-Climax. 2. The winnah! Note overenthusiastic cops who gave photogs a rousting. 3. Phil Hill, Ferrari, 2nd, at Vialone. 4. Jack Brabham, Cooper, 3rd, still the point leader. 5. Dan Gurney, Ferrari, 4th. (MOTORACING photos by Henry N. Manney III, except No. 2, by Sergio Guindani, Automobile Club Suisse).

1. Stirling Moss (Cooper) average 200.177 kph (120) mph, aprox.)
2. Phil Hill (Ferrari)
3. Jack Brabham (Cooper)
4. Dan Gurney (Ferrari)
5. Cliff Allison (Ferrari) 1 lap
6. Olivier Gendebien (Ferrari) (1)
7. Harry Schell (BRM) (2)
8. Joakim Bonnier (BRM) (2)
9. Maurice Trintignant (Cooper) (2)
10. Carroll Shelby (Aston Martin) (2)
11. Colin Davis (Cooper-Maserati) (4)
12. Giorgio Scarlatti (Cooper) (4)
13. Ron Flockhart (BRM) (5)
14. Ian Burgess (Cooper-Maserati) (5)
15. Giulio Cabianca (Maserati) (8)

Fastest lap, Phil Hill (Ferrari) 1' 40" .4 or 206.175 kph.

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DEL MAR

(Continued from Page 3)

sen.

The small-bore modified race was a clean win both days for Glendora driver Frank Monise, in his Lotus Mk. XI, with the popular Lotuses taking the first 6 places both days. In Sunday's event, Monise averaged 55.Omph, 3mph faster than the average for the main event.

The big-bore production races ended identically both days, through the first 5 places. Bob Bondurant and Vince Mayell, in Corvettes, battled for first spot, and both days Mayell over-cooked it going into 130-degree turn No. 1 and spun off the course. Both days, although Mayell regained second position, he was too far back to catch the flying Bondurant. Dean Mears drove his 300SL to 4th overall and 1st in class both days, ahead of Buford Lane's Corvette.

BATTERY BREAKS

The production D, E and F race was extremely close on Saturday, with Frank Aldhous (Alfa Spyder), Gary Beitel, Ed Ericson and Ted Conrad (all in Porsches) crossing the finish line at less than one second intervals. In Sunday's 18-lapper, Aldhous jumped into the lead only to drop out when his battery hold-down pulled loose and smashed the battery to pieces inside the Alfa's trunk. Conrad won the event, followed one second back by Ericson, with

Lew Spencer, driving Rene Pellandini's Morgan, "Baby Doll III," started at the back of the Sunday grid after being a DNF on Saturday and blazed up through the pack to take 5th overall and 1st in class E.

VACA VALLEY

(Continued From Page 3)

and led to the finish.

There was a hectic duel between Richie and Bill Krause, 300SL-Chev., with Chuck Howard, Huffaker Chev., 4th. Meanwhile Weiss was moving up fast and took 2nd when a broken condensor wire forced Ginther out for some two laps on the 15th tour, dropping him to 25th.

Krause passed Weiss to move into 2nd, but three or four laps later he had trouble, too. He was pranged by Howard on the 14th, broke the exhaust, lost a tread on the 20th aand went out on the 44th with the rear stabilizer on the blink. Howard went out on the 19th.

Through all of this Eric Hauser, back to the wars in the Dean Van Lines Chev. Spl., was waging a fierce duel with Glyer, but faded and finished 6th when he had to stop because of a wobbly wheel.

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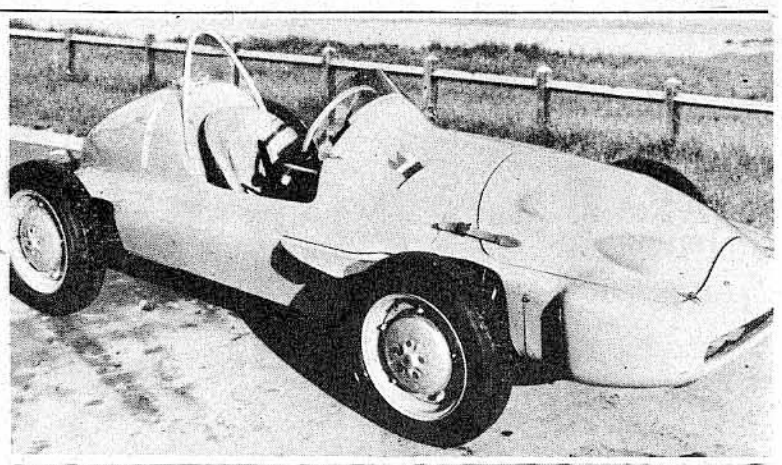

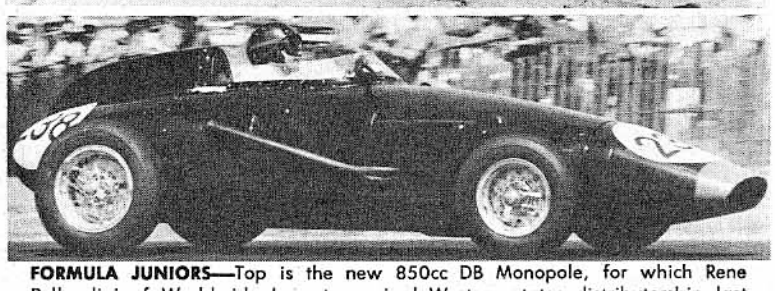

FORMULA JUNIORS—Top is the new 850cc DB Monopole, for which Rene Pellandini of Worldwide Import acquired Western states distributorship last week. Bottom: Wealthy sportsman Rod Carveth in his 1100cc Fiat-engined Taraschi Ram. Car is rated at 92 SAE horses at 6700 rpm, reported to hit 120 mph. Rod is now racing in Australia and New Zealand with this F Jr., an Aston Martin and a Ferrari.

COUNCIL RALLY LEADERS
Unofficial SCCSCC Championship Point Standings

POS. NAME	CLUB	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	TOTAL
DRIVERS											
1. Dick Coulter	SMFCCA	18	23	24	11	24	12	14	*	2	128
2. Stan Johnson	SMFCCA	16	12	22	19	16	22	19	*	0	126
3. Ron Jones	SDSCC	25	*	19	16	*	23	18	0	22	123
4. Tom Higgins	SMFCCA	0	19	0	24	15	11	24	17	0	110
5. Dick Kermode	CFCCA	*	*	*	7	14	25	5	23	17	91
6. Jerry O'Brien	NASCAD	0	0	20	*	22	24	0	2	23	91
7. Bob Piercy	SMFCCA	12	0	6	1	17	15	13	*	25	89
8. Doug Linder	NRSCC	13	17	3	22	20	*	10	3	0	88
9. Bill Chester	R M	*	18	9	18	13	0	23	0	4	85
10. Don Blunt	LBDSCC	0	0	0	0	25	8	25	0	24	82
11. Ted Sparks	DSCC	*	0	25	9	9	0	11	25	0	79
12. Howard Frank	SMFCCA	20	24	0	0	*	0	17	0	14	75
13. Dick Pieper	SMFCCA	6	10	*	17	18	21	*	0	*	72
14. Chuck Meredith	R M	*	15	18	14	0	0	*	20	*	67
15. Mel DeLoof	SWSCC	0	22	14	25	0	0	*	*	*	61
16. Diane McPherson	SWSCC	23	0	0	23	0	9	*	*	*	55
17. Julie Dearth	SMFCCA	0	0	2	0	0	19	21	*	10	52
18. Virg Herman	NRSCC	15	0	4	15	4	*	3	0	9	50
19. Cal Hudspeth	LBDSCC	7	9	12	*	19	*	*	*	0	47
20. Wayne Brown	PSCC	21	0	*	13	0	*	0	0	12	46
21. Bill Doyle	SMFCCA	0	0	0	5	6	0	15	*	19	45
22. Harold Guess	NRSCC	24	0	0	0	*	*	*	*	21	45
23. Flo Schumann	SWSCC	3	*	10	21	10	0	*	0	*	44
24. Russ Smith	NRSCC	0	0	0	0	0	*	22	22	0	44
25. Dick Butler	SWSCC	4	0	0	0	0	16	12	11	*	43
NAVIGATORS											
1. Al Nesbitt	SMFCCA	10	23	24	11	24	12	14	*	2	120
2. Dick Lovell	SMFCCA	0	19	0	24	15	11	24	17	0	110
3. Al Sorensen	SMFCCA	16	12	0	19	16	22	19	*	0	104
4. George Taylor	SDSCC	0	*	19	16	5	23	18	0	22	103
5. Bob Cole	LBDSCC	7	9	12	7	19	(20)	22	22	0	98
6. Don Simpson	NASCAD	0	0	20	*	22	24	0	2	23	91
7. Larry Harris	SMFCCA	12	0	6	1	17	15	13	*	25	89
8. Jack Carlson	NRSCC	13	17	*	22	20	*	10	3	0	85
9. Elizabeth Chester	R M	*	18	9	18	13	0	23	0	4	85
10. Bob Piety	LBDSCC	0	0	0	0	25	8	25	0	24	82
11. Juanita DeLoof	SWSCC	0	22	14	25	*	0	*	*	*	61
12. Ann Sparks	NRSCC	6	10	25	9	9	*	*	0	*	59
13. Jerrie Sparks	NRSCC	24	0	23	0	*	*	11	*	*	58
14. Bill Costley	CFCCA	*	*	*	*	14	25	*	*	17	56
15. Bob McPherson	SWSCC	23	0	0	23	0	9	*	*	*	55
16. Nick Marechal	SMFCCA	*	24	0	0	*	0	17	0	14	55
17. Betty Hill	SMFCCA	0	0	2	0	0	19	21	*	10	52
18. Ginny Herman	NRSCC	15	0	4	15	4	*	3	0	9	50
19. Bert Johnston	NRSCC	0	0	0	20	0	*	0	6	21	47
20. Marge Moyer	SMFCCA	0	0	0	5	6	0	15	*	19	45
21. Charlie Schumann	SWSCC	3	*	10	21	10	0	*	0	*	44
22. Lorraine Butler	SWSCC	4	0	0	0	0	16	12	11	*	43
23. Dick Anderson	SWSCC	17	*	*	*	0	*	0	24	*	41
24. Frank Herman	R M	*	0	0	0	0	4	8	18	11	41
25. Laura McDonald	R M	*	0	16	0	0	0	0	14	7	37

(1) Mark I; (2) Don Diego; (3) De Wheele Bounce; (4) Great Western; (5) 24 Hour; (60 Sierra; (7) Sundown; (8) De Oro; (9) De No Snailo; *Did not compete; ( ) Declared.

HOFFMAN EXPANDS

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